



**Town of Herndon
&
Future Development West of
the Town
November 9, 2009**





Dulles East Development Area

Town's major concerns about these developments:

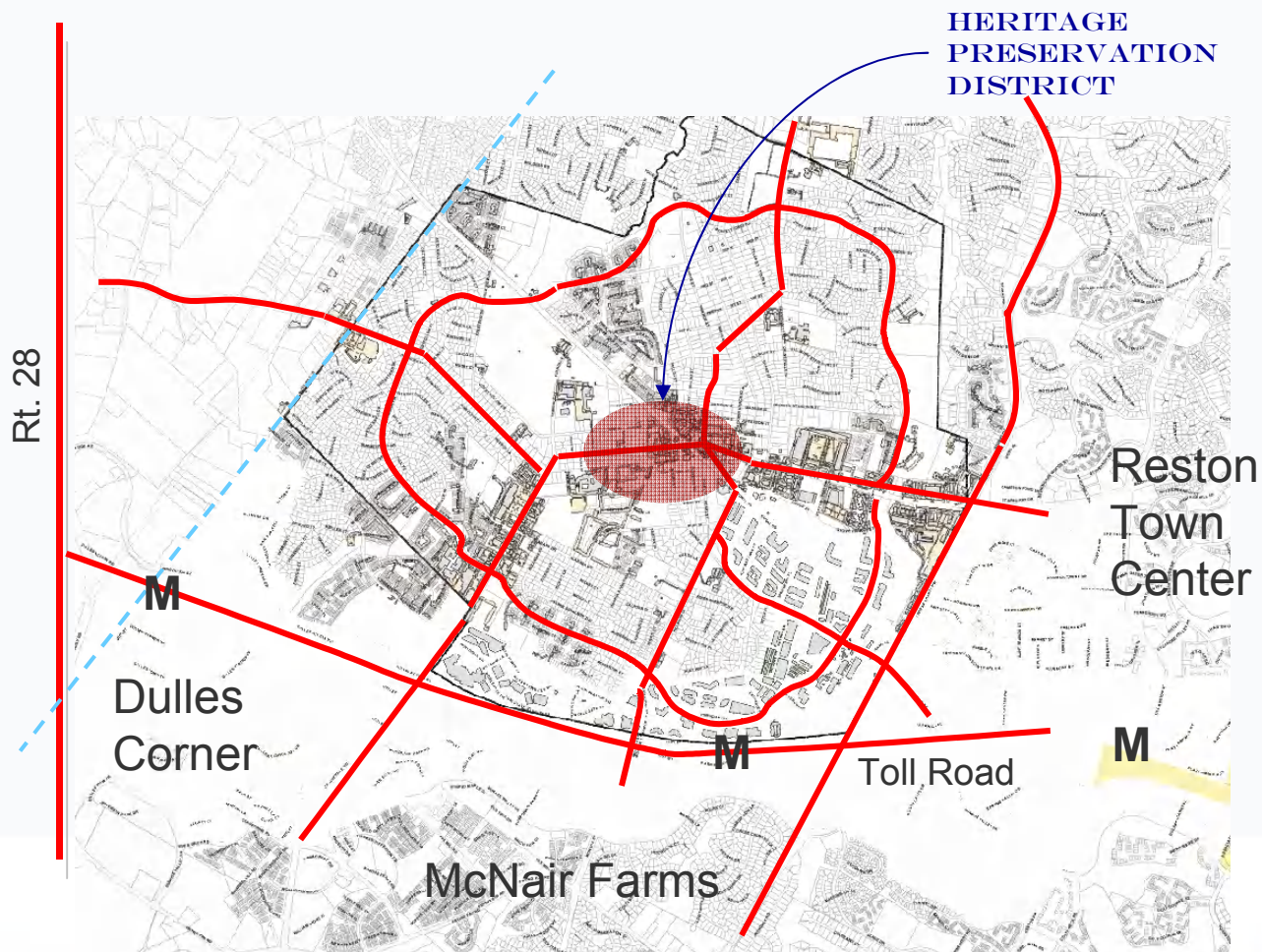
- **Transportation – highways, streets, transit feeder service and pedestrian access to Metrorail**
- **Public Safety – Fire and Police**
- **Parks and Recreation**
 - **Organized activities such as classes, soccer, softball**





Traffic Challenges for Herndon

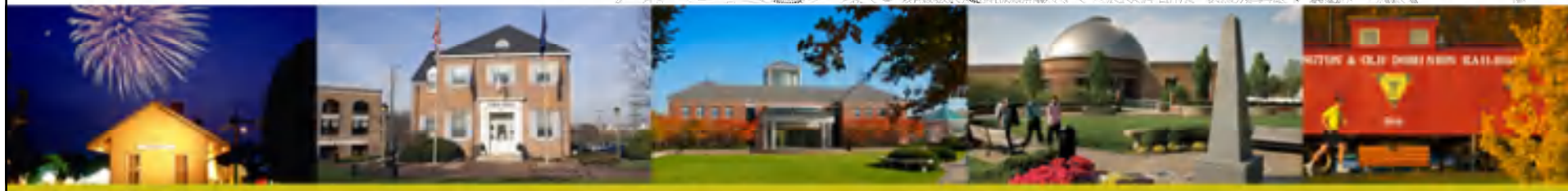
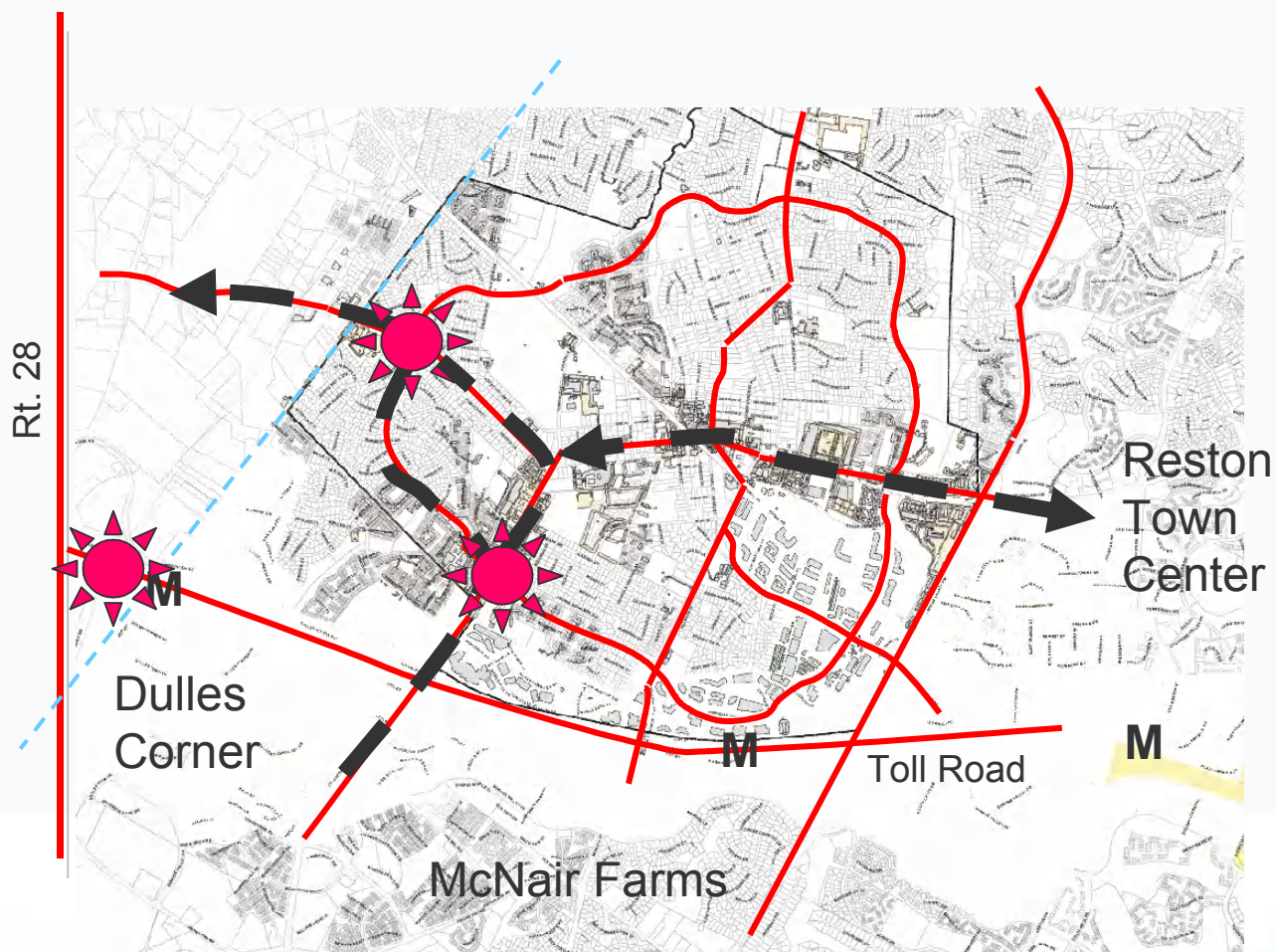
- Town is “saturated” with traffic
- Being at build out, town cannot manage traffic by paving more land
- Town is caught between major development centers to the east and south (and soon, to the west) . . .





Current Regional Traffic Impact on Herndon

- Three choke points affect flow of traffic through town to Loudoun
- Town and VDOT have spent millions on improvements on south Elden Street intersection at H. Pkwy: intersection cannot be further enlarged
- H. Pkwy intersection at R. 606 is in a SF neighborhood



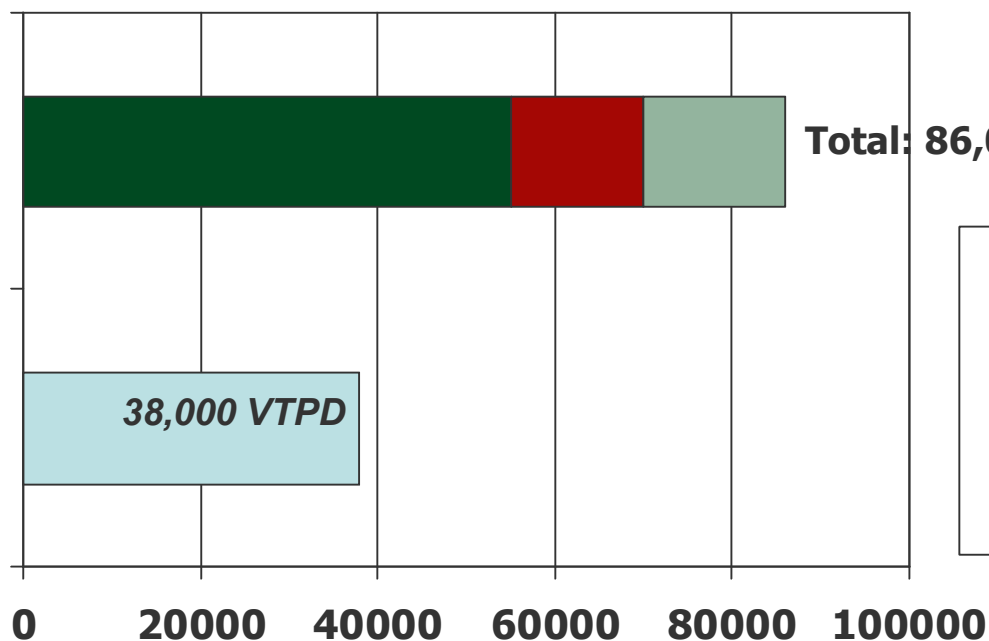


Projected Daily Traffic, 2030

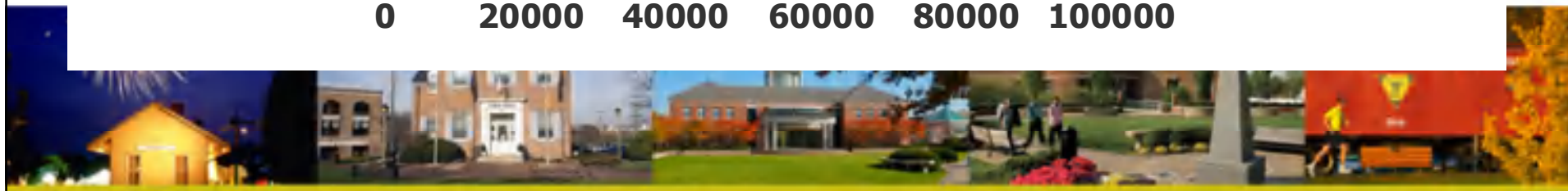
- Dulles World Center 55,000
- CIT 15,000
- Dulles Metro 16,000

2030, APR
Cluster + DWC

2007, R. 606 at
Herndon w.
limits



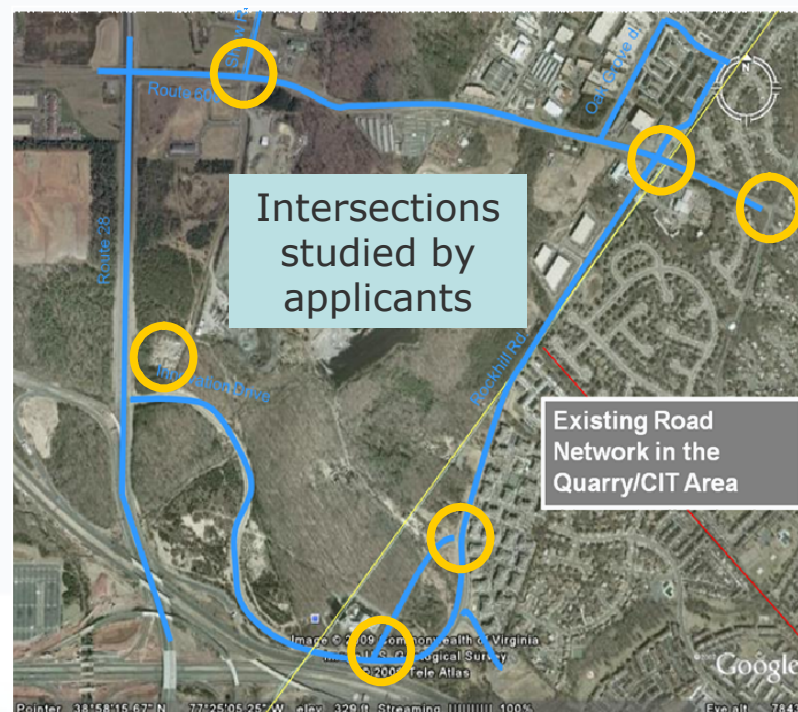
- Two way trips
- DWC
- CIT
- Dulles Metro





Assumptions Used by Applicants and Inconsistent with Herndon plans

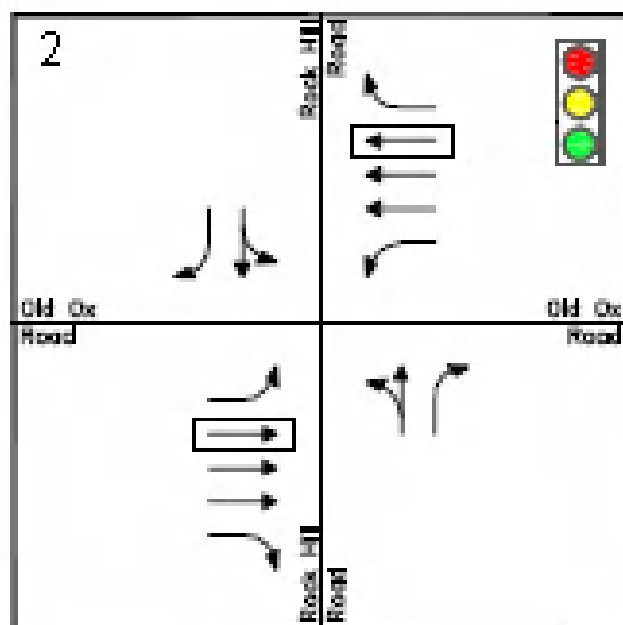
- Six lanes on Sterling from Rock Hill to Herndon Parkway
- At Rock Hill/606
 - Additional westbound through lane
 - Additional eastbound through lane
 - Extension of left turn lane to southbound Rock Hill
- At Herndon Pkwy/Sterling:
 - Additional westbound through lane
 - Additional eastbound through lane



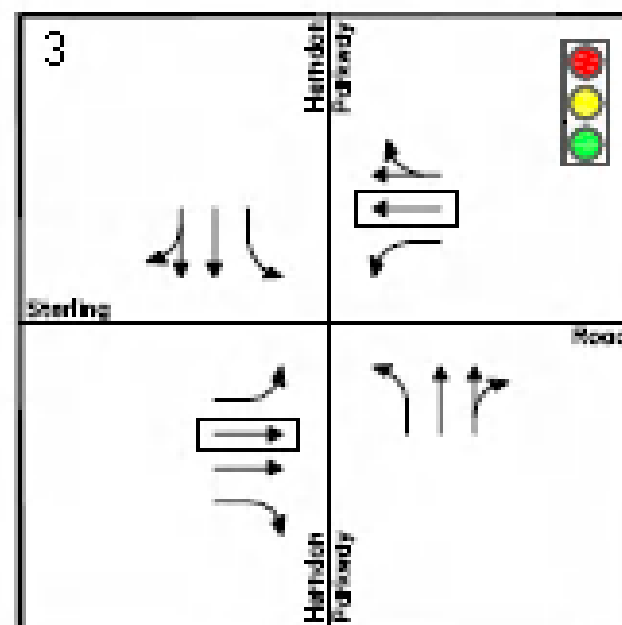


Intersection Improvements Assumed by Applicants

R. 606 at Rock Hill



Sterling at H. Pkwy



From APR Nomination #08-III-11UP The Center for Innovative Technology Traffic Impact Study, 8/19/2009, by Wells & Associates, Inc.





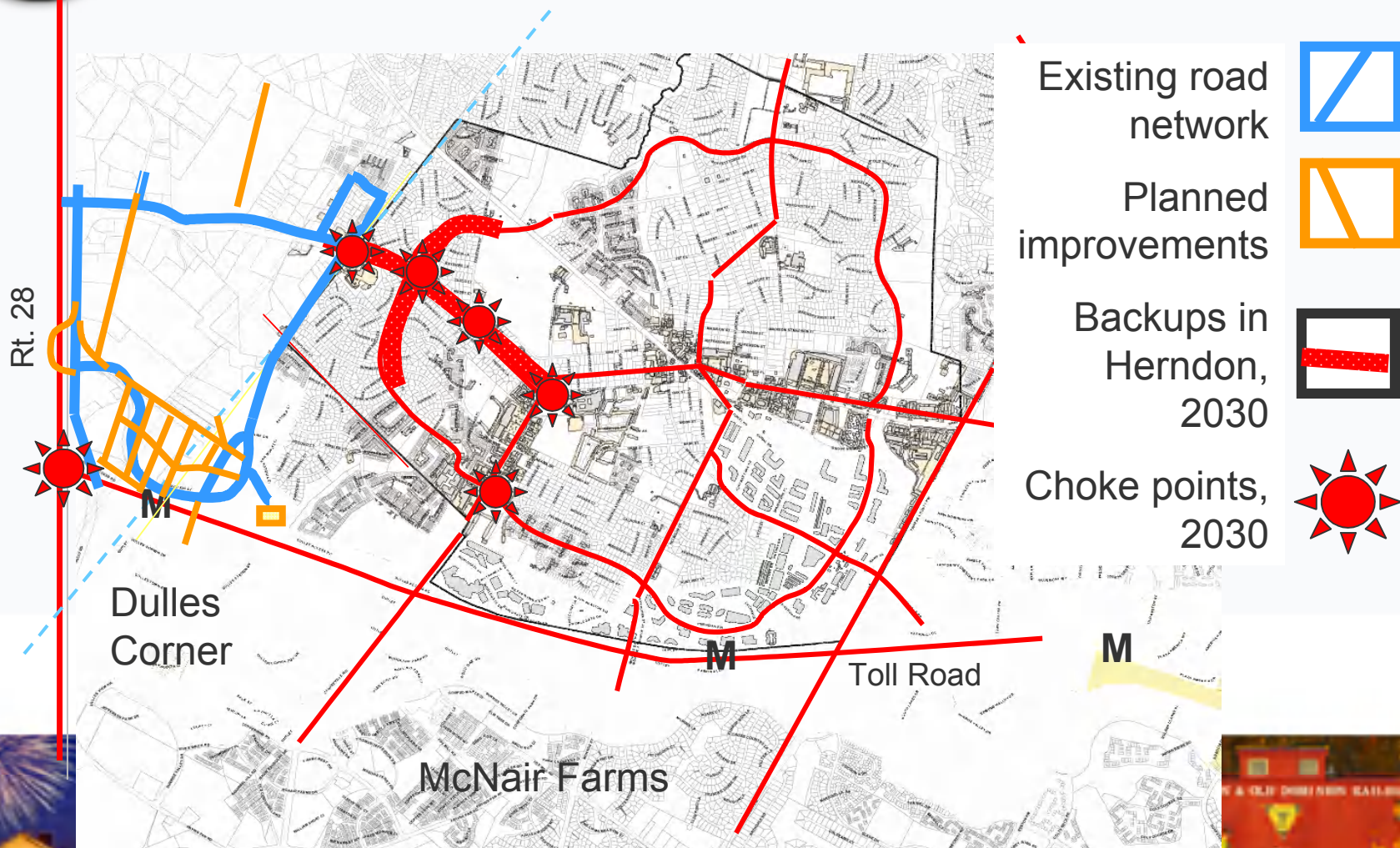
Comparison of current FC and LC comp. plan vs. proposals west of Herndon: Intersection of Herndon Parkway at Sterling Rd/R. 606

**Level of Service "F" =
80 sec delay+**

	A 2008	B 2030, Comp. Plan	C 2030, All proposals	D C - B
Westbound Through (Sterling) DELAY:	160 sec. (pm)	248 sec. (pm)	318 sec. (pm)	70 sec.
QUEUE:	601 ft. (pm)	721 ft. (pm)	830 ft. (pm)	
Northbound Left (H. Pkwy to Sterling) DELAY:	103 sec. (am)	782 sec. (am)	878 sec. (am)	96 sec.
QUEUE: (400' storage)	835 ft. (pm)	2002 ft. (pm)	2189 ft. (pm) =0.4 mi backup	
Southbound Through (H. Pkwy) DELAY:	104 sec. (pm)	820 sec. (pm)	940 sec. (pm) = 16 min wait	120 sec.
QUEUE:	461 ft. (am)	1468 ft. (am)	1557 ft. (am) =0.3 mi backup	

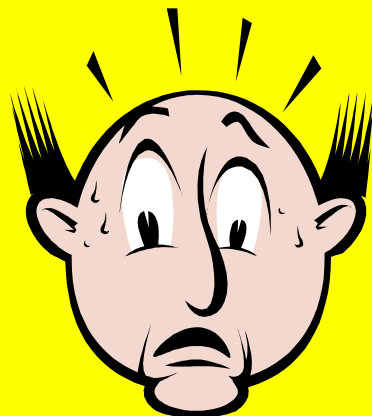


Future Regional Traffic Impact on Herndon





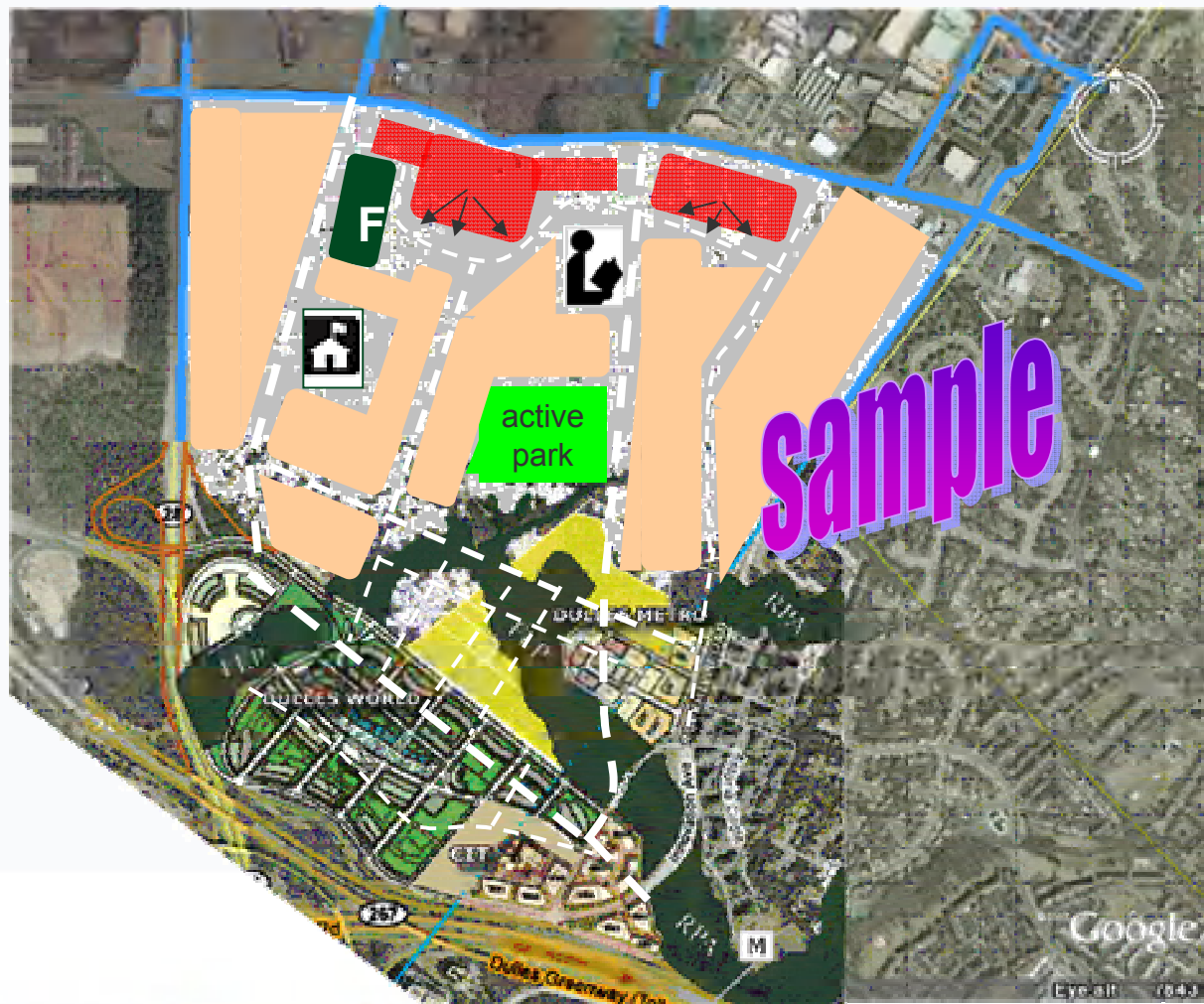
what to do???





ONE STEP:

Determine
amount and
arrangement of
land uses,
intensity,
density, need for
public services





ANOTHER STEP: Traffic Solutions -- Dispersion, alternative routes along with future transit service

